

TIME
THE WEEKLY NEWSMAGAZINE

RALPH P. DAVIDSON
PUBLISHER

TIME & LIFE BUILDING
ROCKEFELLER CENTER
NEW YORK 10020
(212) 558-3438

Executive Registry
77-2586/2

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October 21, 1977

Admiral Stansfield Turner
The Director
Central Intelligence Agency
Washington, D. C. 20505

Dear Stan:

The meeting at Langley was one of the highlights of our visit. You and your colleagues were candid and forthcoming and helped further our understanding of the American intelligence mission. It was enormously helpful to our European guests in getting a better understanding of the United States, which I think is essential in the furtherance of our overall policy.

Many thanks for spending so much time with us. Incidentally, that chance meeting with you outside the Capitol was another high point in our trip!

Sincerely,

Ralph
(EXECUTIVE REGISTRY FILE *Pub. Affs*)

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Approved For Release 2004/05/05 : CIA-RDP80M00165A002500020011-4

Approved For Release 2004/05/05 : CIA-RDP80M00165A002500020011-4

D/ORPA-77-1174
13 October 1977

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MEMORANDUM FOR: Special Assistant to Director, NFAC
FROM :
Deputy Director, Regional & Political Analysis
SUBJECT : Briefings Requested by Mr. Hetu

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1. Attached please find the briefings requested by
Mr. Hetu via

2. We have also added the following briefings which
the DCI may wish to substitute or use as background for the
question and answer period:

NATO/Warsaw Pact Balance (good subject for this group and
the pitch is right)

Soviet Economic Prospects (also good subject and one they
will probably be asking about)

Eastern Europe

China

Rhodesia

Soviet Internal Political Scene

Soviet Assessment of Eurocommunism (for background only
to handle questions)

Attachments:

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13 October 1977

MEMORANDUM FOR: Director of Central Intelligence

FROM : Herbert E. Hetu
Assistant for Public Affairs

SUBJECT : TIME Magazines' European Business Leaders
Briefing, 18 October 1977

1. The Briefing for the TIME-sponsored group of 27 European businessmen and 10 TIME executives (see attached lists) will start at 1600 on 18 October 1977, and will run for approximately two hours.

2. You will open the meeting and speak for approximately 20-30 minutes, giving a broad overview of the State of the World, with emphasis on East-West Balance, NATO, the Middle East, the Soviet Fleet in the Mediterranean, and the economic outlook for Europe. [redacted] is preparing briefing materials for your use in the meeting.

3. A question-and-answer period will follow. Mr. Bowie, Dr. Stevens, Mr. Maurice Ernst, D/OER, and [redacted] NIO/USSR will all be available to field questions.

[redacted]
Herbert E. Hetu

Attachments (2)

TIME/Update on America '77

Time Inc. Participants

Reginald Brack, Jr.
Associate Publisher
TIME
New York

William M. Kelly, Jr.
Worldwide Advertising Sales Director
TIME
New York

Ralph P. Davidson
Vice President, Time Inc.
Publisher, TIME
New York

Arthur W. Keylor
Group Vice President, Magazines
Time Incorporated
New York

Murray J. Gart
Assistant Managing Editor, TIME
Chief of Correspondents
Time-Life News Service
New York

John L. Steele
Assistant to the Publisher, TIME
Senior Correspondent, TIME-Life
News Service
Washington, D. C.

Ralph Graves
Corporate Editor
Time Incorporated
New York

Donald M. Wilson
Vice President, Public Affairs
Time Incorporated
New York

Henry A. Grunwald
Corporate Editor
Time Incorporated
New York

Bruce W. Nelan
Time News Service
Washington, D. C.

TIME/UPDATE ON AMERICA '77

PARTICIPANTS LIST

The Earl of Airlie, D. L.
Chairman
Schroders Ltd.
London, England

Mr. Hans J. Bär
Managing Director
Bank Julius Bär and Co., Ltd.
Zurich, Switzerland

Mr. Giuseppe Bertolá
Chairman of the Board
SSIH - Société Suisse pour l'Industrie Horlogère, S. A.
Bienne, Switzerland

Mr. D. de Bruyne
President
Royal Dutch Petroleum Company
The Hague, The Netherlands

Mr. Alain Chevalier
Vice President, Directeur Général
Moët-Hennessy
Paris, France

Dr. Herbert E. Culmann
President
Lufthansa German Airlines
Cologne, Germany

Dr. Paul Dax
Executive Vice President
Siemens Aktiengesellschaft
Munich, Germany

Mr. Gaston N. Dieu
President
Sabena
Brussels, Belgium

Sir James Goldsmith
Chairman
Cavenham Limited
London, England

- 2 -

Mr. Pehr G. Gyllenhammar
President and Chief Executive
AB Volvo
Goteborg, Sweden

Mr. Knut Hagrup
President
Scandinavian Airlines System
Stockholm, Sweden

Mr. André J. Heiniger
Managing Director
Montres Rolex S. A.
Geneva, Switzerland

Dr. Konrad Henkel
President & Chief Executive Officer
Henkel KGaA
Duesseldorf, Germany

Mr. F. Hoogendijk
Managing Director
Amsterdam-Rotterdam Bank N. V.
Amsterdam, The Netherlands

Mr. Eberhard v. Kuenheim
Chairman Executive Board
Bayerische Motoren-Werke AG
Munich, Germany

Mr. Peter Macadam
Chairman
B.A.T. Industries Ltd.
London, England

~~Mr. Philip Marfuggi (tentative)
Chairman of the Board
Liquigas Italiana
Milan, Italy~~

General Jacques Mitterrand
President Directeur Général
Aerospatiale
Paris, France

Mr. Patrick Node-Langlois
Senior Vice President, North America
Lafarge
Paris, France

- 3 -

Dr. Umberto Nordio
Managing Director
Alitalia
Rome, Italy

Mr. Sergio Orlandini
President
KLM Royal Dutch Airlines
Amsterdam, The Netherlands

Mr. Marc Ouin
Secrétaire Général
Regie Nationale des Usines Renault
Boulogne-Billancourt, France

Mr. Jean-Paul Parayre
President
PSA Peugeot Citroen
Paris, France

Mr. C. C. Pocock, CBE
Chairman
The "Shell" Transport and Trading Co. Ltd.
London, England

Mr. Gianni Rubatto
Executive Vice President
Martini and Rossi
Paris, France

~~Mr. Raffaele Ursini (tentative)~~
~~Managing Director~~
~~Liquigas Italiana~~
~~Milan, Italy~~

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Airbus Industries
President, Airbus U.S. A.
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Mr. Philippe de Weck
Chairman of the Board
Union Bank of Switzerland
Zurich, Switzerland

Prof. Dr. jur. Joachim Zahn
Chairman of the Board of Management
Daimler-Benz A. G.
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Approved For Release 2004/05/05 : CIA-RDP80M00165A002500020011-4

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Approved For Release 2004/05/05 : CIA-RDP80M00165A002500020011-4

14 October 1977

Exec. STAT

77-94

Soviets Tried to Foil Radar Off East Coast

By Fred S. Hoffman

Associated Press

Soviet reconnaissance bombers operating off the East Coast have tried for the first time to confuse the U.S. air defense radar watching their movements, Pentagon sources report.

The Russian effort to interfere with the radar apparently failed, the sources said.

In the incident four days ago, two Russian Tu95D bombers flying out of Cuba inspected and apparently photographed one of the latest U.S. destroyers as it was sailing in international waters off Boston.

The Soviet planes reportedly dropped chaff — metallic strips that can interfere with radar beams and thus foil detection.

Alerted, American air defense officials sent up four F106 fighter-interceptors from Atlantic City, N.J., and Otis Air Force Base, Mass., as a precaution.

THE TU95D BEARS were intercepted and kept under surveillance by a Navy P3 antisubmarine patrol plane out of Bermuda.

"The Bears returned to Havana after making three passes within about 1,000 feet of the destroyer Spruance," the sources said.

The Russians obviously are interested in getting as much information as possible on the new Spruance class of destroyers, which could pose a major problem for Soviet submarines in the future.

The United States is building a fleet of 30 of the fast 7,600-ton destroyers, also designed to escort convoys, support amphibious landings and bombard shore targets.

U.S. reconnaissance planes take photographs and gather other forms of intelligence on Soviet fleet units in the Mediterranean and other waters.

Pentagon officials are uncertain

whether the Tu95s flew from Havana specifically to look at the Spruance or whether the Russian planes were out to photograph "targets of opportunity."

Some senior American officers are known to be concerned about the boldness of Soviet aircraft in maneuvering within the U.S. air defense zone.

After taking off, the Soviet planes traveled north from Cuba along the coastal air defense zone to a point about 300 nautical miles east of Boston, then turned southward. It was at this point that they flew close to the new destroyer.

PENTAGON SOURCES said there has been a flurry of Soviet air reconnaissance activity in the Atlantic recently. They reported that Tu95s flew near a Navy task force headed by the carrier America east of Bermuda early this month.

The Bear reconnaissance bombers, with a range of 8,000 miles, normally stay more than 100 miles off the East Coast during their periodic flights between Russia and Cuba and in their reconnaissance patrols.

Since 1969, the heavy bombers have crossed the Atlantic 34 times headed for Cuba.

Many of the flights, some of which are training missions for Soviet pilots, leave from bases near the Arctic Circle, fly past Iceland and then head south, paralleling the east coast of North America.

Last April, a Tu95 evaded air defense radar and penetrated closer than ever before to the East Coast, reaching the vicinity of four U.S. warships engaged in training exercises from 60 to 75 miles off North Carolina.

In that incident, the Bears retreated after two American F4 Phantom jet fighters scrambled after them.

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Public Affairs

EXECUTIVE SECRETARIAT

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SUSPENSE		Date			

Remarks:

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Herbert E. Hetu, PAO	10/13

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